

DALE DRIVE PEDESTRIAN FACILITY: IMPACT EVALUATION



CORRIDOR CONCEPTS									
CONCEPT NAME	POTENTIAL UTILITY IMPACTS ①		POTENTIAL ENVIRONMENTAL IMPACTS			ROAD CROSSINGS	DRIVEWAY CROSSINGS	MAXIMUM ROW (ACRE) ③	FEASIBILITY COST ESTIMATE ④
	FIRE HYDRANT	UTILITY POLE	FOREST CONSERVATION AREA (ACRE) ②	WATERS OF THE US (LF)	WETLANDS (ACRE)				
SHARED USE: NORTH SIDE	6	18	0	0	0	8	55	2.10	\$1.5 - 1.75 MILLION
SHARED USE: SOUTH SIDE	3	38	0	0	0	7	53	1.77	\$1.6 - 1.85 MILLION
SIDEWALK: NORTH SIDE	5	13	0	0	0	8	43	1.42	\$1.2 - 1.45 MILLION
SIDEWALK: SOUTH SIDE	1	30	0	0	0	7	47	1.20	\$1.4 - 1.65 MILLION

- ① THIS DOES NOT INCLUDE POTENTIAL UNDERGROUND UTILITY IMPACTS WHICH WILL BE DETERMINED THROUGH THE DESIGN PROCESS.
- ② THERE ARE NO FOREST CONSERVATION ACT AREAS ALONG THE CORRIDOR. IMPACT TO INDIVIDUAL TREES WILL BE MINIMIZED THROUGH THE DESIGN PROCESS.
- ③ FINAL RIGHT-OF-WAY IMPACTS WILL BE DETERMINED THROUGH THE DESIGN PROCESS AND WILL BE MINIMIZED THROUGH DESIGN CONSIDERATIONS, SUCH AS SLOPE TIE-INS AND LANDSCAPE WALLS.
- ④ THE CORRIDOR FEASIBILITY COST ESTIMATE DOES NOT INCLUDE THE PROPOSED INTERSECTION ALTERNATIVE COSTS. THIS COST DOES NOT INCLUDE RIGHT-OF-WAY, UTILITIES OR STORMWATER MANAGEMENT.